

OFFICIAL GAZETTE

GOVERNMENT OF GOA

EXTRAORDINARY

No. 2

GOVERNMENT OF GOA

Department of Inland Water Transport

Mormugao Port Trust

GOVERNMENT OF INDIA

MINISTRY OF SURFACE TRANSPORT

(Ports Wing)

New Delhi, the 14-4-1988

Notification

G.S.R. 453(E) In exercise of the powers conferred by sub-section (1) of section 124, read with sub-section (i) of section 132 of the Major Port Trusts Act, 1963, (38 of 1963), the Central Government hereby approved the Mormugao Port Trust (Licensing of Stevedores) Regulations, 1987, made by the Board of Trustees of Mormugao Port in exercise of powers conferred on them by section 123 of the said Act, and published in the Government of Goa Gazette dated 10th March, 1988 and 17th March, 1988 and as set out in the Schedule to this Notification.

2. The said Regulations shall come into force on the date of publication of this notification in the Official Gazette.

(F.No. PR 21011/2/87-PG)

(YOGENDRA NARAIN)

Joint Secretary to the Govt. of India.

SCHEDULE

MORMUGAO PORT TRUST

Notification

No. 2-GA(3) Amndt. Regs./87

The following regulations which the Board of Trustees of Mormugao Port have made in exercise of the powers conferred by section 123 of the Major Port Trusts Act, 1963, are hereby published as required by sub-section (2) of section 124 of the said Act for the information of all persons likely to be affected thereby and notice is hereby given that approval of the Central Government to the said regulations will be applied for on or after the expiry of a period of fourteen days from the date of which the said regulations are first published in this Gazette.

1. *Short title and commencement.* — (i) These regulations may be called the Mormugao Port Trust (Licensing of Stevedores) Regulations, 1987.

(ii) They shall come into force on the date the approval of the Central Government to these regulations is published in the Official Gazette.

2. *Definitions.* — In these regulations, unless the context otherwise requires: —

- i) 'Act' means the Major Port Trusts Act, 1963.
- ii) 'Board' means the Board of Trustees of the Port of Mormugao as constituted under the Act.
- iii) 'Chairman' means the Chairman of the Board.
- iv) 'Form' means Form annexed to these regulations.
- v) 'Stevedores' means a person to whom stevedoring licence has been given under regulation 3 and includes a person who is a stevedore by virtue of Regulation 11.
- vi) 'Traffic Manager' means the Officer for the time being in charge of the Traffic Department of the Mormugao Port Trust and includes the deputies and assistants to the Traffic Manager and any other Officer acting under the authority of the Traffic Manager.

3. *Issue of Stevedoring Licence.* — (1) The Chairman may issue stevedoring licences for a period of two years on application, to persons to act as Stevedores at the Port to perform the work of landing and shipping of goods between vessels in the Port and the wharves, piers, quays or docks, transhippers and any other work involved in the Stevedoring of vessels, within the Port.

(2) No Stevedores shall be allowed to work on board any vessel in the Port except under a licence issued by the Board under these regulations.

4. *Production of evidence for issue of stevedoring Licence.* — No Licence for stevedoring be granted unless the applicant produces evidence for:

- a) That he has maintained/would maintain the input/output norms of handling different commodities as may be laid down by the Board from time to time.
- b) That his financial standing to meet the obligations to the workers and staff employed on account of wage and compensation under the Workmen's Compensation Act, 1923, Payment of Wages Act, 1936, Industrial Disputes Act, 1947 or any other law for the time being in force; and makes a deposit of rupees one lakh in cash or any other acceptable security which will be refunded/discharged after the termination/expiry of the licence.

c) That he undertakes to have in his employment such minimum staff and have in his possession such minimum gear as may be prescribed by the Board for undertaking stevedoring; efficiently.

d) That the applicant shall pay a licence fee of Rs. 4,500/- before the licence is issued or renewed. Every licenced stevedore shall deposit a sum of Rs. 5,000/- as earnest money for the proper performance of work permitted under the licence. The earnest money will not carry any interest and will be refunded when the licence ceases, to operate after adjusting the claims, if any, of the Board.

e) That he shall also produce a Bank Guarantee for Rs. 1.00 lakh so as to meet any contingency.

Note: The vessel owners, vessel operators, steamer agents and importers and exporters would also be eligible for grant of a licence.

5. Duties and Responsibilities of Stevedores.— Every Stevedore, shall be subject to the following duties, obligations and responsibilities during the currency of stevedoring licence issued to him by the Board, namely:

a) he shall ensure due compliance by all the staff and the workers employed by him during the operation of landing and stipping or transshipping goods or work incidental thereto, of the provisions of the Indian Dock Labourers' Act, 1934, the Indian Dock Labourers' Regulations, 1948, the Dock Workers' (Safety, Health and Welfare) Scheme, 1961 and notifications issued thereunder, the Industrial Disputes Act, 1947, the Payment of Bonus Act, 1965, and Rules, Regulations and Schemes issued thereunder relating to such operations and for the time being in force;

b) he shall carry out the operations with his own gear arranged by him;

c) he shall be solely responsible for any accident or damage resulting from the use of any gear used by him;

d) he shall comply with all accepted safe practices in relation to operations performed by him;

e) he shall indemnify the Board against all third party claims arising out of operations performed by him;

f) whenever the Port Trust/Board has to pay compensation to any of its employees or workers of his dependants under the provisions of the Workmen's Compensation Act, 1923, in consequence of any accident arising out of, and during the course of, work performed by a Stevedore or any employee or worker employed by him, the Stevedore shall reimburse the Board any sum so paid and for such purpose, the amount of the compensation as determined under the Workmen's Compensation Act, 1923, shall be taken as binding and conclusive between the Board and the Stevedore;

g) if any gear, plant and other property of the Board is damaged in the course of any such operation, the Stevedores shall compensate the Board for such loss or damage, the extent of which shall be decided by the Chairman after carrying out a proper enquiry;

h) he shall agree to refer any dispute or differences between him and the Mormugao Port Trust as to the payment of compensation, its quantum or any connected question to a sole Arbitrator nominated by the Port Trust/Board;

i) he shall be responsible to employ at least one experienced person to supervise in every vessel in respect of which he has undertaken the stevedoring operations;

j) he shall be responsible to ensure that such supervisor supervises the slinging or unslinging of goods in the hold, in between decks, in between docks that are provided with cross pins and fore and aft beams for all such beams fixed in their proper places and that the hatch covers are properly put on and effectively secured to prevent their displacement before commencing work and also ensure that the crane chain is not taken out of the square of the hatchway and that the hook does not catch coamings or foul any of the aspects of the gear or damage any structure or erection ashore;

k) he shall submit promptly any information asked for by the Chairman or the Traffic Manager from time to time;

l) he shall ensure that all the dues of the Mormugao Port Trust and Mormugao Dock Labour Board are paid

on the appointment date, failing which his licence shall not be renewable and be liable to be cancelled under these regulations;

m) he shall provide for adequate supervision over the workers employed by him in order to ensure maximum productivity consistent with the requirements of safety;

n) he shall provide all the necessary gear, equipment duly tested for the respective type of cargo;

o) he shall produce the gear, equipment, with necessary annealing and test certificates, for inspection periodically or whenever demanded by the Inspector, Dock Safety or the Traffic Manager;

p) he shall provide the workers necessary protective safety appliances appropriate for the type of cargo;

q) he shall get the work of stevedoring done only through his own staff and the staff and workers drawn from the Mormugao Dock Labour Board;

r) he shall ensure that the workers are available at work site through out the shift period and render the optimum output and shall take effective steps to improve the performance, whenever output falls below normal;

s) he shall make adequate arrangements for ancillary operations such as, filling, stitching and breaking of cargo, stacking of cargo, stowage of cargo on board the vessel;

t) he shall undertake to pay to workers engaged by him wages in accordance with the terms of wage settlement arrived at between the Central Government and the Federations of Port and Dock Workers' from time to time;

u) he shall not assign, transfer or in any manner part with any interest or benefit in or under the licence to any other person without the prior approval in writing of the Chairman;

v) he shall comply with such instructions as may be issued from time to time by the Traffic Manager in the interest of safety, improved productivity and labour discipline;

w) save as otherwise provided in these regulations, the Stevedore shall comply with the provisions of the Major Port Trusts Act, 1963, Indian Ports Act, 1908 and Rules and Regulations framed thereunder.

6. Application for Grant/Renewal of licence.— (1) The application for grant or renewal stevedoring licence shall be made in Form-A to the Traffic Manager.

(2) The applicant shall pay a licence fee of Rs. 4,500/- before the licence is issued or renewed. Every licensee Stevedore shall deposit a sum of Rs. 5,000/- as earnest money for the proper performance of work permitted under the licence. The earnest money will not carry any interest and will be refunded when the licence ceases to operate after adjusting the claims, if any of the Board. The earnest money shall be liable to be forfeited for breach of all or any of the terms and conditions of the licence or for breach of all or any of the provisions of these regulations.

(3) Every licence granted or renewed under these regulations shall be in Form 'B'.

(4) The application for renewal of stevedore licence shall be made at least one month before the expiry of the licence. If application for renewal is not received with the stipulated period of one month, such applications may be accepted on payment of Rs. 50/- by the Board, provided that the application renewal together with the late fee is received by the Traffic Manager before the actual date of expiry of the licence.

(5) The Stevedore shall produce a Bank Guarantee for Rs. 1.00 lakh so as to meet any contingency.

(6) In the event of loss of defacing of the original licence, a duplicate licence may be obtained on an application made to the Traffic Manager on payment of rupees one hundred.

7. Change in name, constitution, etc. to be communicated.— (1) Where the Stevedore is a firm or a Company, it shall immediately be communicated to the Chairman any change in the Director, Managing Director or Partners, as

the case may be, with a copy of the document in support of the such change.

(2) Any change in the name, title or constitution of firm or a Company holding a stevedoring licence shall be communicated to the Chairman forthwith. The firm or Company undergoing such a change shall submit a fresh application for the grant of new licence, provided that the Chairman may allow such firm or company to carry on business till a decision is taken on such fresh application.

8. *Power of Chairman to suspend a licence pending enquiry.* — The Chairman shall take decision in the matter of any violation of the terms and conditions of the stevedoring licence by the Stevedore. The Chairman, pending enquiry, may suspend the licence issued to a stevedore for a period not exceeding three months if he finds it expedient and necessary to do so in the interest of the Port.

9. *Suspension of Licences.* — (1) The Chairman may at any time suspend for such period as it may deem fit or cancel the licence issued to a Stevedore for violation of any of the terms of the licence or for any of the reasons listed below: —

- i) Consistent violation for safety precautions.
- ii) Consistent low productivity.
- iii) Consistent lack of supervision over stevedoring workers.
- iv) Consistent improper and unsafe handling of packages.
- v) Misrepresentation or mis-statement of material facts.
- vi) On the stevedore being adjudged insolvent or has gone into liquidation.
- vii) Causing obstruction to any work in the Port.
- viii) Sub-letting of work to any other individual or parties.
- ix) Any mis-conduct which in the opinion of the Board warrants such cancellation or suspension.

(2) No Stevedoring Licence shall be cancelled or suspended until the stevedore has been given a reasonable opportunity for showing cause why his licence should not be cancelled or suspended and recording of reasons for such cancellation or suspension.

10. *Appeal.* — (1) Any person aggrieved by the orders of the Chairman granting or refusing to grant a licence or renewing or refuse to renew a licence or suspending a licence may prefer an appeal in writing to the Central Government within 30 days of the communication of the order appealed against.

(2) The Central Government shall pass such order on the appeal as it deems fit after giving an opportunity of being heard to the Appellant.

(3) Notwithstanding anything contained in sub-regulation (1) an appeal may be admitted after the period of thirty days if the Appellant satisfied the Central Government that he had sufficient cause for not making an application within such period.

11. Notwithstanding anything contained in these Regulations, stevedoring licences which may be in force on the date of issue of these Regulations shall be deemed to have been issued under these Regulations and shall continue to be valid till the expiry of the period of such licences.

12. *Repeal.* — (1) On coming into force of these Regulations so much of any regulations in force for the purpose in Mormugao Port as related to the matters covered by these regulations shall stand repealed.

(2) Notwithstanding such repeal anything done or any action taken under such regulations shall in so far as such thing or action is not inconsistent with the provisions of these Regulations to be deemed to have been done or taken under the provisions aforesaid as if they were in force when such thing was done or such action was taken and shall continue in force accordingly.

FORM 'A'

MORMUGAO PORT TRUST

Traffic Department

To

The Traffic Manager,
Mormugao Port Trust.

Application Form for the Grant/Renewal of Stevedoring Licence,
for the period of two years

1. Name of the applicant:
2. Whether individual, firm or Company:
3. Full address:
4. Name/s of the steamship Company/
/Charterer of Ships/Owner of Cargo,
with whom the contract for stevedoring
their vessel/cargo subsists or is pro-
posed to be entered:
5. Previous experience in the field:
(The cargo and tonnage stevedored in
the previous 3 years to be furnished).
6. Amount of financial ability to meet the
obligations on account of wages, com-
pensation under Workmen's Compens-
ation Act etc. (A certificate from the
Bankers as to the financial ability and
Income Tax Clearance Certificate to
be produced):
7. Whether the applicant has/is willing
to acquire adequate gear for stevedor-
ing the contracted vessel/cargo? (List
of gear with necessary certificate to be
furnished):
8. Whether the applicant has cleared all
the bill, if any, on account of transac-
tion he/they had with Mormugao Port
Trust, Dock Labour Board and the
Labour engaged directly through the
contractor for cargo handling opera-
tions. (Proof of clearance/certificate to
be produced):
9. Whether the licence fee has been paid.
If so, a receipt should be produced:

We affirm that the particulars given are true to the best
of my knowledge and belief:

We agree to furnish any other information/produce any
record for inspection as may be required, to consider the
request for grant of licence:

We agree to abide by the Mormugao Port Trust (licensing
of stevedores) Regulations, 1986, and to comply with the
directions made by the Mormugao Port Trust, from time to
time, if the licence is issued/renewed:

Place:

Dated:

Signature of the applicant.

FORM 'B'

MORMUGAO PORT TRUST

Traffic Department

Licence for undertaking stevedoring operations at
the Mormugao Port

1. Name of the Licensee:
2. Address:
3. Period for which the licence is granted:

4. Any other particulars required to be mentioned:

5.

6.

7.

Signature of Licensing Authority:

Designation:

Place

(SEAL)

Conditions:

1. This licence is granted subject to the provision of the Major Port Trust Act 1963 and the Mormugao Port Trust (Licensing of Stevedores) Regulation, 1987.

2.

V. No. 1392/1988

(Translation)

भारत सरकार

जल-भूतल परिवहन मंत्रालय

पत्तन पक्ष

दिनांक: १४-४-१९८८

अधिसूचना

सा. का. नि. ४५३ (अ) केन्द्रीय सरकार, महापत्तन न्यास अधिनियम, १९६३ (१९६३ का ३८ की धारा १३२ की उपधारा (1) के साथ पठित धारा १२४ की उपधारा (1) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए एतद्द्वारा उक्त अधिनियम की धारा १२३ की शक्तियों का प्रयोग करते हुए मुरगांव पत्तन के न्यासियों के मंडल द्वारा निर्मित तथा दिनांक १०-३-८८ और १७-३-८८ को गोवा राजकीय राजपत्र में प्रकाशित तथा इस अधिसूचना की अनुसूची में दिए गए मुरगांव पत्तन न्यास) स्टेविडोरों की लाइसेंसिंग विनियम, १९८७ को अनुमोदन प्रदान करती है।

उक्त विनियम इस अधिसूचना के राजकीय राजपत्र में प्रकाशन की तारीख से प्रवृत्त होंगे।

(एफ सं. P R 21011/2/87-P G

(योगेन्द्र नारायण)

संयुक्त सचिव, भारत सरकार

अनुसूची

मुरगांव पत्तन न्यास

अधिसूचना

सं.....

निम्नलिखित विनियम जिन्हें कि महापत्तन न्यास अधिनियम, १९६३ की धारा १२३ द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए मुरगांव पत्तन के न्यासियों के मंडल ने निर्मित किया है, को एतद्द्वारा इसके द्वारा प्रभावित सभी व्यक्तियों की सूचनार्थ उक्त अधिनियम की धारा १२४ की उपधारा २ की अपेक्षानुसार प्रकाशित किया जाता है और यह नोटिस दिया जाता है कि उक्त विनियमों पर केन्द्रीय सरकार का अनुमोदन इस राजपत्र में उक्त विनियमों के पहली बार प्रकाशन की तारीख से चौदह दिन की अवधि समाप्त होने के पश्चात् लागू होगा।

१. संक्षिप्त नाम तथा आरम्भ:— (1) इन विनियमों को मुरगांव पत्तन न्यास (स्टेविडोरों की लाइसेंसिंग विनियम, १९८७) कहा जाए।

(II) ये विनियम केन्द्रीय सरकार के अनुमोदन की तारीख के राजकीय राजपत्र में प्रकाशन की तारीख से लागू होंगे।

२. परिभाषा:— इन विनियमों में जब तक संदर्भ में अन्यथा अपेक्षित न हो।

(अ) "अधिनियम" का अर्थ महापत्तन न्यास अधिनियम, १९६३ है।

(ब) "बोर्ड" का अर्थ, अधिनियम के अंतर्गत गठित मुरगांव पत्तन का न्यासी बोर्ड है।

(क) "अध्यक्ष" का अर्थ बोर्ड का अध्यक्ष है।

(ड) "फार्म" का अर्थ है इन विनियमों के साथ संलग्न फार्म।

(इ) स्टेविडोर का अर्थ है, कोई व्यक्ति जिसे विनियम ३ के अंतर्गत स्टेविडोरिंग लाइसेंस दिया गया है और वह व्यक्ति भी शामिल है जो विनियम (II) के कारण स्टेविडोर है।

(ई) ट्रैफिक प्रबंधक का अर्थ है मुरगांव पत्तन न्यास के व्यापार विभाग का अस्थायी प्रभारी जिसमें व्यापार प्रबंधक के सहायक तथा उप अधिकारी और ट्रैफिक प्रबंधक के प्राधिकार के अंतर्गत काम कर रहे अन्य अधिकारी शामिल हैं।

स्टेविडोरिंग लाइसेंस जारी करना (१) आवेदन करने पर बोर्ड से संबंधित या अधिकार वाले पत्तन तथा हवाई पायरो, क्वेज अथवा डाकों में जेहाजों के बीच माल उतारने और नौवहन से संबंधित कार्य करने के लिए कम्पनियों, फर्मों अथवा व्यक्तियों को २ वर्ष की अवधि के लिए अध्यक्ष स्टेविडोरिंग लाइसेंस जारी कर सकता है।

(२) इन विनियमों के अंतर्गत किसी भी स्टेविडोर को इस लाइसेंस के बिना पत्तन के किसी भी जहाज पर कार्य करने की अनुमति नहीं होगी।

४. स्टेविडोरिंग लाइसेंस जारी करने के लिए साक्ष्य प्रस्तुत करना स्टेविडोरिंग लाइसेंस उस समय तक नहीं दिया जाएगा जब तक आवेदक इस बात का साक्ष्य न प्रस्तुत कर दे:

(क) कि उसने समय समय पर अध्यक्ष द्वारा विभिन्न वस्तुओं की हैंडलिंग के लिए निर्धारित निवेश-उत्पादन मानकों को कायम रखा है-रखेगा।

(ख) कि कामगार मुआवजा अधिनियम, १९२३, वेतन अदायगी-अधिनियम, १९३६, औद्योगिक विवाद अधिनियम, १९४७ या फिल-हाल लागू किसी अन्य कानून के अंतर्गत नियोजित श्रमिकों तथा कर्मचारियों के वेतनों तथा प्रतिपूर्ति संबंधी उत्तरदायित्वों को पूरा करने के लिए वह वित्तीय रूप से दृढ़ है और वह एक लाख रु. की राशि नकद अथवा किसी भी स्वीकार्य प्रतिपूर्ति के रूप में जमा कराता है जो लाइसेंस के समाप्त होने पर लौटा दी जाएगी।

(ग) कि वह कार्य करने के लिए अपने नियोजन में न्यूनतम अपेक्षित कर्मचारी और न्यूनतम गियर रखने की जिम्मेदारी लेता है जैसा कि कुशलतापूर्वक स्टेविडोरिंग कार्य करने के लिए अध्यक्ष द्वारा निर्धारित किया गया है।

(घ) लाइसेंस जारी करने अथवा नवीकृत करने से पूर्व आवेदक को ४५००.०० रु. लाइसेंस शुल्क अदा करना होगा और लाइसेंस के अंतर्गत दिए गए कार्य को भली प्रकार करने के लिए ५०००.०० रु. की पेशगी जमा करानी होगी। पेशगी राशि पर कोई व्याज नहीं मिलेगा और बोर्ड के दावों का यदि कोई है, समाधान करने के पश्चात् जब लाइसेंस समाप्त हो जाएगा तो यह राशि वापिस कर दी जाएगी।

(ड) आकस्मिकताओं हेतु आवेदक को एक लाख रु. की बैंक गारंटी भी देनी होगी।

नोट:— जहाज मालिक, जहाज परिचालक, स्टीमर, एजेंट और आयातकर्ता तथा निर्यातकर्ता भी लाइसेंस प्राप्त करने के पात्र होंगे।

५. स्टेविडोर के कर्तव्य तथा उत्तरदायित्व:- अध्यक्ष द्वारा जारी किए गए स्टेविडोरिंग लाइसेंस के दौरान प्रत्येक स्टेविडोर निम्नलिखित कर्तव्यों, उत्तरदायित्वों और अनुबंधों की शर्त के अधीन होगा, अर्थात:-

(क) स्टेविडोर यह सुनिश्चित करेगा कि उसके द्वारा नियोजित किए गए सभी कर्मचारी तथा श्रमिक माल उतारने तथा नौभरण या नौवहन या प्रारंभिक कार्यों को करने के दौरान भारतीय गोदी श्रमिक अधिनियम, १९३४ भारतीय गोदी श्रमिक विनियम, १९४८, गोदी श्रमिक (सुरक्षा, स्वास्थ्य और कल्याण) स्कीम, १९६१ तथा उसके अंतर्गत जारी अधिसूचनाओं औद्योगिक विवाद अधिनियम, १९४७, बोनस का भुगतान अधिनियम, १९६५ तथा फिलहाल लागू ऐसे कार्यों से संबंधित सभी नियमों, विनियमों और स्कीमों का उचित अनुपालन करेंगे।

(ख) स्टेविडोर स्वयं व्यवस्था किए गए गियरों से कार्य करेगा।

(ग) उसके द्वारा प्रयुक्त किसी खराब गियर के परिणामस्वरूप हुई दुर्घटना या क्षति के लिए वह अकेले उत्तरदायी होगा।

(घ) स्टेविडोर इस प्रकार के कार्यों के संबंध में सभी स्वीकृत सुरक्षा प्रक्रियाओं का अनुपालन करेगा।

(ङ) स्टेविडोर अपने परिचालन से उत्पन्न तीसरे पक्ष के सभी दावों के संबंध में बोर्ड को क्षतिपूर्ति करेगा।

(च) किसी स्टेविडोर या उसके द्वारा नियोजित किसी कर्मचारी या श्रमिक द्वारा कार्य किए जाने के दौरान हुई किसी घटना के परिणामस्वरूप कामगार प्रतिपूर्ति अधिनियम, १९२३ के प्रावधानों के अंतर्गत जब कभी बोर्ड को अपने किसी कर्मचारी या श्रमिक या उसके आश्रितों को प्रतिपूर्ति की अदायगी करनी पड़े तो स्टेविडोर इस प्रकार से अदा की गई राशि को बोर्ड को प्रतिपूर्ति करेगा। ऐसे प्रयोजनों के लिए कामगार मुआवजा अधिनियम, १९२३ के अंतर्गत मुआवजे की राशि बोर्ड तथा स्टेविडोर के बीच आनिवार्य तथा अंतिम होगी।

(छ) यदि ऐसे किसी परिचालन के दौरान बोर्ड के किसी गियर संयंत्र तथा अन्य सम्पत्ति को क्षति पहुंचती है तो अध्यक्ष द्वारा निर्णय की गई सीमा तक ऐसे हानि या क्षति के लिए स्टेविडोर बोर्ड को मुआवजा देगा।

(ज) वह स्वयं तथा मुरगांव पत्तन न्यास के बीच प्रतिपूर्ति की प्रदायगी, उसकी मात्रा या संबंधित प्रश्नों के विवाद या भिन्नता को बोर्ड द्वारा नामित किए गए मध्यस्थता को भेजने के लिए सहमति प्रदान करेगा।

(झ) प्रत्येक स्टेविडोर प्रत्येक जहाज में स्टेविडोरिंग कार्यों पर निगरानी रखने के लिए प्रत्येक शिफ्ट में कम से कम एक अनुभवी व्यक्ति नियुक्त करेगा।

(ञ) वह यह सुनिश्चित करने के लिए जिम्मेदार होगा कि ऐसा पर्यवेक्षक होल्ड में, एक डेक से दूसरे डेक के बीच माल के रखने या निकालने के लिए प्रयुक्त बेल्ट पर नजर रखेगा जो क्रॉस पिन और पिछली तथा अगली बीमों के लगी रहती है और इस बातका पर्यवेक्षण करेगा कि कार्य शुरू करने से पहले हैच के कवर ठीक तरह से डाले गए हैं या और मजबूती से बंधे हैं ताकि वे स्थान से अलग न हों तथा यह भी सुनिश्चित करेगा कि क्रेन चैन को हैचवे के स्क्वेयर से बाहर नहीं निकाला जाए और हूक हैच के किनारे को न पकड़े या गियर के किसी अंग को नुकसान न पहुंचाए या तट पर किसी ढांचे या खड़े उपकरण को क्षतिग्रस्त न करें।

(ट) स्टेविडोर, अध्यक्ष अथवा यातायात प्रबंधक द्वारा समय समय पर मांगी गई सूचना को तत्काल प्रस्तुत करेगा।

(ठ) स्टेविडोर यह सुनिश्चित करेगा कि मुरगांव पत्तन न्यास और मुरगांव डाक लेबर बोर्ड की सभी देयताओं की निश्चित तारीखों

पेपर अदायगी करदी जाए और ऐसा न करने पर लाइसेंस को नवीकृत नहीं किया जाएगा और उसे इन विनियमों के तहत रद्द किया जा सकता है।

(ड) सुरक्षा को अपेक्षाओं के अनुरूप अधिकतम उत्पादकता सुनिश्चित करने के लिए स्टेविडोर अपने द्वारा नियोजित श्रमिकों के संबंध में पर्याप्त अधीक्षण उपलब्ध कराएगा।

(ढ) स्टेविडोर विभिन्न प्रकार के कार्यों को हैंडिल करने के लिए पूर्णतः जांचे गए अपेक्षित सभी गियर उपकरणों की व्यवस्था करेगा।

(ण) वह आवश्यक निरीक्षण के लिए निरीक्षक गोदी सुरक्षा अथवा ट्रैफिक प्रबंधक द्वारा मांग किए जाने पर आवश्यक तापानुशीलन और जांच प्रमाणपत्रों सहित सभी उपस्कर प्रस्तुत करेगा।

(त) वह श्रमिकों को माल के किस्म के लिए उचित आवश्यक सुरक्षा उपकरण प्रदान कराएगा।

(थ) स्टेविडोरिंग संबंधी कार्य वह केवल अपने स्टाफ तथा मुरगांव डाक लेबर बोर्ड के स्टाफ और श्रमिकों के जरिए कराएगा।

(द) वह यह सुनिश्चित करेगा कि श्रमिक संपूर्ण शिफ्ट अवधि के दौरान उपलब्ध हों तथा अधिकतम आउटपुट दे जब कभी आउटपुट सामान्यतः कम हो तो आउटपुट को सुधारने के लिए प्रभावी कदम उठाएगा।

(ध) वह जलयान के बोर्ड पर माल भरने, सिलाई करने तथा तोड़ने, माल का ढेर लगाने, माल का भंडारण करने आदि जैसे अनुबंधी कार्यों के लिए पर्याप्त व्यवस्था करेगा।

(न) वह अपने द्वारा नियोजित कामगारों को, केन्द्रीय सरकार और पत्तन तथा गोदी कामगार संघों के बीच समय-समय पर हुए वेतन समझौते के अनुसार वेतन अदा करने को बाध्य होगा।

(प) वह अध्यक्ष की लिखित रूप से अग्रिम स्वीकृति के बिना लाइसेंस में या उसके अंतर्गत किसी हित या लाभको किसी भी प्रकार से किसी अन्य व्यक्ति को न तो सौंपेगा, न स्थानान्तरित करेगा अथवा किसी भी ढंग से उसे अन्य को प्रदान नहीं करेगा।

(फ) वह सुरक्षा, सुधरी हुई उत्पादकता तथा श्रमिक अनुशासन के हित में ट्रैफिक प्रबंधक द्वारा समय-समय पर जारी किए गए अनुदेशों का पालन करेगा।

(भ) इन विनियमों में अन्यथा निर्दिष्ट के अनुरूप, स्टेविडोर महापत्तन न्यास अधिनियम, १९६३, भारतीय पत्तन अधिनियम, १९०८ तथा उनके अधीन बनाए गए नियमों, विनियमों के परन्तुकों के साथ सहमत होने के लिए बाध्य होगा।

६. लाइसेंस मंजूर करने/नवीकरण करने के लिए आवेदन: (१) स्टेविडोर लाइसेंस को मंजूर करने अथवा नवीकरण करने के लिए फार्म "क" में आवेदन करना होगा और यह ट्रैफिक प्रबंधक को देना होगा।

(२) लाइसेंस जारी या नवीकृत करने से पूर्व आवेदक को ४५०० रूपए की लाइसेंस फीस अदा करनी होगी। प्रत्येक लाइसेंसधारी स्टेविडोर को, लाइसेंस के अंतर्गत स्वीकृत कार्य के उचित निष्पादन के लिए ५,००० रु. की धरोहर राशि जमा करने होगी। धरोहर राशि पर कोई व्याज नहीं होगा और लाइसेंस समाप्त होने पर बोर्ड के दावों का समायोजन करने के बाद यदि कोई हों, वापस कर दी जाएगी। धरोहर राशि लाइसेंस की सभी अथवा किसी शर्त का उल्लंघन करने पर अथवा इन विनियमों के सभी अथवा किसी प्रावधान का उल्लंघन करने पर जब्त की जा सकती है।

(३) इन विनियमों के अंतर्गत मंजूर किया गया या नवीकृत किया गया प्रत्येक लाइसेंस फार्म "ख" में होगा।

(४) स्टेविडोर के लाइसेंस के नवीकरण के लिए आवेदन लाइसेंस की समाप्ति से एक महीना पहले करना होगा। यदि नवीकरण का आवेदन

एक महीने की निर्धारित अवधि के अंदर न किया जाए तो ऐसे आवेदन ५० रु. की अदायगी करने पर बोर्ड द्वारा स्वीकृति किए जा सकते हैं, वगैरह कि नवीकरण का आवेदन विलम्ब शुल्क के साथ लाइसेंस की समाप्ति की वास्तविक तारीख से पूर्व ट्रैफिक प्रबंधक द्वारा प्राप्त कर लिए जाएं।

(५) किसी आकस्मिकता की पूर्ति के लिए आवेदक एक लाख रु. की बैंक गारंटी देगा।

(६) मूल लाइसेंस के गुम होने या विकृत हो जाने की स्थिति में १०० रु. की अदायगी करने पर ट्रैफिक प्रबंधक को आवेदन देकर, डुप्लीकेट लाइसेंस प्राप्त किया जा सकता है।

७. नाम, संगठन आदि में परिवर्तन सूचित किया जाना : (१) जहां स्टेवडोर कोई फर्म या कंपनी है, तो कंपनी के निदेशक प्रबंध निदेशक या हिस्सेदार जैसा भी मामला हो आदि में कोई भी परिवर्तन होने पर और उसकी पुष्टि में दस्तावेजों की प्रतिलिपि सहित अध्यक्ष को तत्काल सूचना देनी होगी।

(२) स्टेवडोर से संबंधित लाइसेंस की धारक फर्म या कंपनी के नाम, संक्षिप्त नाम या संगठन में होने वाला कोई भी परिवर्तन तत्काल अध्यक्ष को सूचित किया जाएगा ऐसे परिवर्तनों वाली फर्म या कंपनी को नए लाइसेंस की मंजूरी के लिए तथा नया आवेदन करना होगा। परन्तु, अध्यक्ष ऐसी फर्म या कंपनी को उक्त नए आवेदन पर निर्णय लिए जाने के समय तक कारोबार जारी रखने की स्वीकृति दे सकता है।

(८) जांच पड़ताल करने तक लाइसेंस को रद्द करने के संबंध में अध्यक्ष की शक्ति : स्टेवडोर द्वारा स्टेवडोर लाइसेंस से संबंधित लाइसेंस की शर्तों के उल्लंघन के संबंध में अध्यक्ष द्वारा निर्णय लिया जाएगा तथा यदि पत्तन के हित में लाइसेंस को रद्द करना आवश्यक हो तो वह स्टेवडोर को जारी किए गए लाइसेंस को अधिक से अधिक तीन महीने के समय के लिए जांच पूरी होने तक रद्द कर सकता है।

९. लाइसेंस को रद्द करना : (१) अध्यक्ष, लाइसेंस की किसी भी शर्त के उल्लंघन पर या नीचे दर्शाए गए किसी भी कारण से कुली को जारी किए गए लाइसेंस को उस अवधि के लिए, जिसे वह उचित समझे रद्द कर सकता है या निरसित कर सकता है :—

- (१) सुरक्षा उपायों का लगातार उल्लंघन करना
- (२) लगातार कम उत्पादन होना
- (३) स्टेवडोर से संबंधित श्रमिकों पर अधीक्षण की लगातार कमी होना
- (४) पैकेजों का लगातार अनुचित तथा असुरक्षित रख-रखाव करना
- (५) वास्तविक तथ्यों को अनुचित रूप से बताना या अनुचित विवरण देना
- (६) कुली के दिवालिया सिद्ध होने या अपाहिज हो जाने के कारण
- (७) पत्तन में किसी कार्य में रुकावट पैदा करना
- (८) कार्य को अन्य पक्षों या पार्टियों को किराए पर देना
- (९) कोई दुर्व्यवहार जिससे बोर्ड के विचार में ऐसा रद्द करना या निरसित करना उचित हो

(२) ऐसा कोई भी कुली संबंधित लाइसेंस रद्द या निरसित नहीं किया जाएगा, जब तक कि कुली को उसका लाइसेंस रद्द या निरसित करने, जैसा भी मामला हो, के संबंध में उचित कारण बताओ अवसर नहीं दिया जाए और इस प्रकार के रद्द या निरसित करने के संबंध में कारण दर्ज नहीं किए जाते हैं।

१०. अपील : (१) इन विनियमों के अंतर्गत लाइसेंस देने या लाइसेंस देने से इन्कार करने अथवा लाइसेंस नविकृत करने से इन्कार करने अथवा लाइसेंस रद्द करने संबंधी अध्यक्ष के आदेशों द्वारा प्रभावित कोई व्यक्ति उस आदेश के प्राप्त होने के ३० दिनों के अंदर जिसके कि विरुद्ध अपील की जानी है, केंद्रीय सरकार को लिखित रूप से अपील कर सकता है।

(२) केंद्रीय सरकार अपील कर्ता को सुनवाई का अवसर देने के बाद जैसा उचित समझे, अपील पर आदेश पास कर सकती है।

(३) उप-विनियम (१) में निहित किसी बात के होते हुए भी, ३० दिनों की अवधि के बाद कोई अपील दाखिल की जा सकती है, यदि अपीलकर्ता केंद्रीय सरकार को इस बात से संतुष्ट कर लेता है कि उक्त अवधि में आवेदन न करने के उनके पास पर्याप्त कारण हैं।

११. इन विनियमों में निहित किसी बात के होते हुए भी, वे स्टेवडोरिंग लाइसेंस जो इन विनियमों के जारी होने की तारीख को लागू होंगे, वे इन विनियमों के अधीन जारी समझे जाएंगे तथा ऐसे लाइसेंस की समाप्ति की अवधि तक विधिमान्य होंगे।

१२. रिपील : (१) इन विनियमों के लागू होते ही इन विनियमों द्वारा समावृत्त मामलों के संबंध में वे सभी प्रभावी विनियम जो मुरगांव पत्तन के लिए लागू हैं, निष्प्रभावी हो जाएंगे।

(२) ऐसे निष्प्रभावित होने के बावजूद, उक्त विनियमों के अधीन, कोई कार्य अथवा कोई कार्रवाई, जहां तक कि वह इन विनियमों के प्रावधानों के प्रतिकूल नहीं पड़ता उक्त विनियमों के अधीन उसी तरह का कार्य अथवा कार्रवाई समझा जाएगा मानो वह कार्य अथवा कार्रवाई उस समय की गई थी जबकि उक्त विनियम प्रभावी थे, और तदनुसार प्रभावी रहेंगे।

फॉर्म "क"

मुरगांव पत्तन न्यास

ट्रैफिक विभाग

सेवा में,

ट्रैफिक प्रबंधक,

मुरगांव पत्तन न्यास.

स्टेवडोरिंग लाइसेंस मंजूर करने-नवीकरण करने के लिए आवेदन

१. आवेदन कर्ता का नाम:

२. क्या व्यक्ति, फर्म या कंपनी है? :

३. पूर्ण पता:

४. उस स्टीमशिप कंपनी चार्टर ऑफ शिप माल के मालिक का / के नाम, जिनके साथ उनके जलयानों / माल के कुली से संबंधित कार्य के लिए संविदा जारी है या करने का प्रस्ताव है :

५. इस क्षेत्र में पहले का अनुभव (पिछले तीन वर्षों में स्टेवडोर किये गए कार्यों व टनेज के व्यौरे प्रस्तुत करें):

६. कामगार प्रतिपूर्ति अधिनियम आदि के अंतर्गत वेतनों, प्रतिपूर्ति के कारण दायित्वों को पूरा करने के लिए वित्तीय योग्यता की राशि (बैंक से वित्तीय योग्यता का प्रमाणपत्र तथा आयकर निपटान प्रमाण-पत्र प्रस्तुत करें):

७. क्या संविदा किए गए जलयान/माल के संबंध से स्टेवडोर संबंधी कार्य को करने के लिए आवेदक ने पर्याप्त गियरों का अधिग्रहण कर लिया है / करने को सहमत है? (आवश्यक प्रमाण-पत्र के साथ गियरों की सुविधा प्रस्तुत करें)।

८. क्या आवेदक ने मुरगांव पत्तन न्यास, डॉक लेबर बोर्ड तथा कार्गो हैंडलिंग आपरेशन के लिए ठेकेदारों द्वारा सीधे लगाए गए श्रमिकों के साथ हुए सभी लेन देनों, यदि कोई हो, का निपटान कर दिया है (क्लियरेंस का सबूत/प्रमाण प्रस्तुत करना है)।

९. क्या लाइसेंस फीस जमा कर दी गई है? यदि हां, रसीद प्रस्तुत की जाए:

हम पुष्टि करते हैं कि दिए गए ब्यौरे मेरी सर्वोत्तम जानकारी और विश्वास के अनुसार सही है।

मैं लाइसेंस की मंजूरी के लिए किए गए अनुरोध पर विचार करने के लिए निरीक्षण के लिए अपेक्षित अन्य कोई भी सूचना प्रस्तुत करने / रिकार्ड प्रस्तुत करने के लिए स्वीकृति देता हूं।

मैं मुरगांव पत्तन न्यास (स्टेवडोरिंग की लाइसेंसिंग) विनियम, १९८६ का पालन करने के लिए सहमत हूं तथा यदि मुझे लाइसेंस जारी किया जात है / नवीकृत किया जाता है तो मुरगांव पत्तन न्यास द्वारा समय-समय पर जारी किए गए निर्देशों का पालन करने के लिए सहमत हूं।

स्थान:

दिनांक:

आवेदक के हस्ताक्षर

फार्म "ख"

मुरगांव पत्तन न्यास

ट्रेफिक (व्यापार) विभाग

मुरगांव पत्तन पर कुली से संबंधित कार्य करने के लिए लाइसेंस

१. लाइसेंस धारक का नाम:
२. पता:
३. जिस अवधि के लिए लाइसेंस मंजूर किया गया है:
४. कोई अन्य ब्यौरा जिसका वर्णन करना अपेक्षित है:
- ५.
- ६.
- ७.

(मुहर)

लाइसेंस प्रदान करने वाले प्राधिकारी के हस्ताक्षर
पदनाम: . . .

स्थान: . . .

शर्तें

१. यह लाइसेंस महापत्तन न्यास अधिनियम, १९६३ तथा मुरगांव पत्तन न्यास (स्टेवडोरिंग की लाइसेंसिंग) विनियम, १९८७ के प्रावधानों की शर्तों के अधीन मंजूर किया गया है।
- २.
३. (यहां वह शर्तें मुद्रित करें जिनके अधीन लाइसेंस मंजूर किया गया है, अर्थात् विनियमों के विनियम ५ में सूचीबद्ध कर्तव्य तथा उत्तर दयित्व।

Notification

No. 2-GA(3)/Amndt.Reg./H.H.C/88

The following regulations which the Board of Trustees of Mormugao Port have made in exercise of the Powers Conferred by Section 123 of the Major Port Trusts Act, 1963, are hereby published as required by Sub-Section (2) of Section 124 of the said Act for the information of all persons likely to be affected thereby and notice is hereby given that approval of the Central Government to the said regulations will be applied for on or after the expiry of a period of fourteen days from the date of which the said regulations are first published in this Gazette.

1. Short title and commencement. — (a) These regulations may be called the Mormugao Port Trust (Handling of freight containers containing dangerous/hazardous cargo) Regulations, 1988.

(b) They shall come into force from the date the approval of the Central Government is published in the Official Gazette.

2. Definitions. — In these regulations, unless the context otherwise requires.

(i) Major Ports means the Ports notified as Major Ports by the Ministry of Transport, Government of India.

(ii) 'Freight Container' for dangerous cargo herein-after called 'Container' means an article of transport equipment specially designed and constructed for the purpose of transport of dangerous goods by one or more modes of transport.

Note: Containers used for the carriage of dangerous/hazardous cargo shall be of adequate strength to resist the possible stress imposed by the conditions of the services in which they are employed and they shall be properly and regularly maintained.

(iii) 'Closed Container' means a container which can be laden only through one or more doors in the side or end walls.

(iv) 'Open Top Container' means a container with the bottom, side and end walls, tub having no roof.

(v) 'Tank Container' means container especially built for transport and distributing liquids and gases in bulk in accordance with such conditions as may be required.

(vi) 'Platform Container' means a type of loadable platform having the same overall external length and width as the base of series/containers and equipped with top and bottom corner fittings located as on these containers, so that some of the same securing and lifting devices may be used.

(vii) 'Container Space' means a space occupied by one container equivalent to one TEU. One TEU measures 6.1 mts. × 2.4 mts. × 2.4 mts. This distance may be occupied by a neutral container or containers.

(viii) 'Container Parking Yard' means the yard in which the containers are stacked.

(ix) 'Container Handling Equipments' means the equipments used for safe handling of containers such as Transfer Cranes, Toplift Trucks, Fork Lift Trucks or any other equipments fitted with special devices for lifting containers.

(x) 'Container Ship' means a ship in which the containers are loaded either below the deck or above deck and shall also include container oriented ships handling cargo in break bulk form.

(xi) 'Dangerous Cargo Shed' means a specially constructed shed used for keeping dangerous/hazardous cargo.

(xii) 'I. M. O. (IMCO)' means International Maritime Organisation.

(xiii) 'IMO Code' means the Code of Practice published by the International Maritime Organisation on the International Maritime Dangerous Goods.

(xiv) 'Loading & Unloading' refer to the placing of a container aboard a ship and to its removal therefrom.

(xv) 'Packages' refer to receptacles for dangerous goods and receptacles containing dangerous/hazardous cargo.

(xvi) 'Packing and Unpacking' refer to the placing of packages containing dangerous/hazardous cargo into a container and their removal therefrom.

(xvii) 'Stuffing & Destuffing' means filling up the containers with cargo and removal of cargo from the container.

(xviii) 'Transport Tractor-Trailer' means a combination of transport tractor with trailer coupled together permanently or temporarily designed primarily for the transportation of goods by road.

3. **Dangerous/Hazardous Cargo.**—For the purpose of this regulation, the dangerous/hazardous cargo shall cover all substance classified by the International Maritime Dangerous Goods Code by the International Maritime Organisation, London.

4. **Classification of Dangerous/Hazardous Goods.**—For the purpose of this regulation, Dangerous/Hazardous goods will be divided into the following classes. These classes are based on the I. M. D. G. Code classifications:

- Class 1 — Explosives.
- Class 2 — Gases; compressed; liquified or dissolved under pressure.
- Class 3 — Inflamable liquids.
- Class 4.1 — Inflamable solids.
- Class 4.2 — Substances liable to spontaneous combustion.
- Class 4.3 — Substances which in contact with water emit inflamable gases.
- Class 5.1 — Oxidising Substances.
- Class 5.2 — Organic Peroxides.
- Class 6.1 — Poisonous (Toxic) substances.
- Class 6.2 — Infectious substances.
- Class 7 — Radio - active substances.
- Class 8 — Corrosives.
- Class 9 — Miscellaneous dangerous substances i. e. any other substance which experience has shown or may show to be of such dangerous character as to be treated as Dangerous Goods.

5. **General Acceptability of Ships Carrying Dangerous/Hazardous Containers into the Port.**—(1) All dangerous/hazardous cargo entering the Port area must be classified, packaged, labelled and/or marked in accordance with the IMO Code and be declared by the Ship/Shipper accordingly. The container shall also be marked as such and shall be accompanied by a Packing Certificate issued by the Operating Company indicating the contents.

(2) **Stowage.**—No ship carrying containers carrying dangerous/hazardous cargo on board shall enter the Port unless the containers are stowed and so documented according to Section 12 of IMO Code as applicable.

6. **Restriction on entry of Ships carrying certain classes and quantities of Dangerous/Hazardous Cargo.**—(1) Ships carrying explosives shall be allowed only at such of the anchorages or areas notified by the concerned Port authorities except in such quantities as may be permitted to be handled inside the Port area by the Port Regulations applicable.

(2) No cylinder containing gases compressed, liquified or dissolved under pressure shall be permitted to be brought inside the Ports unless such cylinders are permitted for import/export by the Chief Controller of Explosives.

(3) Dangerous goods in tank containers of the following class and type of commodity shall be limited aboard any ship to such quantity as may be notified by the respective Port Authorities, in no case exceeding 50 Tonnes net contents being the total of all classes.

- Class 2 — Liquified inflamable or Poisonous Gases.
- Class 3.1 — Inflamable Liquids e.g. Carbon Disulphide.
- Class 4.2 — Spontaneously Combustible Liquids e.g. Aluminium Alkyls.
- Class 6 — Tetramethyl Lead (Fuel Additives).

Class 6.1 — Poisonous (Toxic) substances.

Class 6.2 — Infectious substances.

Class 8 — Corrosives.

Class 9 — Miscellaneous dangerous substances.

In all such cases, handling of tank containers shall be limited to day light hours and subject to the Consignee taking delivery from the Port premises and they shall not be deposited for any length of time within the port premises.

The Deputy Port Conservator or Traffic Manager or Officer responsible for the safety of the Port or his authorised representative specially nominated by him for the regulation of the dangerous/hazardous cargo in the Port shall be the sole authority to give permission for landing or loading dangerous/hazardous cargo in containers.

7. Advance Notification:

(1) **Ships.**—The Master or the Ship Owner or Agent must inform the Port Authority at least 48 hours prior to arrival of the ship of the dangerous/hazardous goods in containers aboard the ship and those to be discharged at the Port.

The intention to land or load dangerous/hazardous cargo shall be given by the Steamer Agents or Consignors/Consignees in an application made in triplicate to the Deputy Port Conservator or Traffic Manager for seeking permission at least 48 hours in advance. The application shall include a complete list of all substances with their true chemical name and IMO Code Number.

One copy of each such application and its enclosure shall be given to the Deputy Port Conservator, Container Terminal Manager and Traffic Manager. The list shall furnish complete details including their full/technical names, quantities, mode of packaging, IMCO Classification, if known and other relevant data. The items included in this list shall be serially numbered for reference and follow up correspondence. Application for issue of permits for inflamable liquids including petroleum as defined in the Petroleum Act shall contain the following information.

Flash Points of such liquids and whether such liquids are miscible with water or not.

In addition to these documents, a copy of the ship's cargo manifest shall also be forwarded to the Deputy Port Conservator and Traffic Manager and Container terminal Manager to enable them to gather information regarding transit cargo of dangerous/hazardous goods containers carried by each ship.

(2) **Exports:**—The intention to export dangerous/hazardous cargoes through containers shall be advised to the Port Authority prior to their delivery to the berth at least 48 hours in advance and permission obtained from the Deputy Port Conservator and Traffic Manager before the dangerous/hazardous cargo to be stuffed in containers are moved into the Port.

(3) **Transit:**—Same prohibitions and restrictions as applicable in respect of dangerous/hazardous cargo for loading or unloading within the Indian Ports shall be applicable for cargo in transit.

8. **Berthing.**—Any container ship carrying containers containing dangerous/hazardous cargo on board shall be berthed only when permission to berth is granted by the Port Authority at the designated berth.

9. The Port Authorities shall stack the Dangerous/Hazardous Cargo containers in either of the following:

- (a) Stack the containers separately in a specially designated area which has been constructed for storage of dangerous/hazardous cargo and provided with fire fighting arrangements.

OR

- (b) Stack the containers in the Parking Yard itself by providing proper segregation as per IMDG Code. (The segregation table is given in the Appendix 'A' suggested method of segregation as per IMDG or IMCO Segregation Code in a Container Parking Yard with tyre-mounted Transfer Cranes is shown in the Appendix — 'B').

The Port Authorities shall devise a suitable segregation plan as regards to the classification of the cargo and type of handling in the Terminal.

10. Stuffing & Destuffing of Containers.— (1) The Port Authority shall designate container depot/Container Freight Station suitable to handle dangerous/hazardous cargo. The stacking of containers shall be in accordance with Para 9 above. The stuffing or destuffing operation shall commence only after obtaining clearance from the Deputy Port Conservator and Traffic Manager. The stuffing and destuffing operation shall follow strictly the IMO Guidelines for the packing of dangerous/hazardous cargo in a Freight Container and shall comply with Classes 12 & 13 of IMDG Code (Appendix 'C').

In case stuffing or destuffing is done in an area in the vicinity of stackyard, a minimum distance of 30 metres around shall be observed.

10(2) Before Stuffing.— (1) Containers into which dangerous cargo are to be stuffed shall be examined visually for damage and if there is evidence of material damage, the container shall not be packed. Container shall be clean, dry and fit for use. Irrelevant dangerous cargo labels shall be removed or masked over before stuffing begins.

(2) Information shall be provided by the Shipper about the hazardous properties of the dangerous cargo to be handled. The shipper shall also ensure that dangerous cargoes are stuffed, marked and labelled in accordance with the IMDG Code. Dangerous cargo shall not be handled unless packaged, marked and labelled in accordance with these regulations.

(3) Dangerous cargo shall only be handled, stuffed and secured under direct and identifiable supervision of a responsible person deputed by the Consignor or the Consignee as the case may be who is familiar with the risks involved and know which emergency measure should be taken. He shall also ensure that any necessary protective equipment is available.

(4) Smoking shall be prohibited while work is going on.

(5) Suitable fire precaution measure shall be taken.

(6) Packages shall be examined and any found to be damaged, leaking or sifting shall not be stuffed into a container. Packages showing evidence of staining etc., shall not be packed into a container without first determining that it is safe and acceptable to do so. Water or other matter adhering to packages shall be removed before packing into a container.

(7) If cargoes are palletized or otherwise unitized they shall be compact and secured in a manner unlikely to damage the individual packages comprising the unit load. The materials used to band the unit load together shall be compatible with the substances unitized and retain their efficiency when exposed to moisture, extremes of temperature and sunlight.

(8) In case where electric power supplied is used for any equipment or machinery in the area where containers are stacked or stuffing and destuffing is carried out, the electric supply systems in the machinery shall be of a type which will not cause any spark likely to cause hazard.

(9) A container intended to carry dangerous cargo under temperature control shall be inspected and operated to ensure that the machinery is in proper working order before the shipment is made. A record of the inspection shall be maintained.

10(3) Stuffing and Securing.— Special care shall be taken during handling to ensure that the packages or receptacles are not damaged.

(1) If a package containing dangerous cargo is damaged during handling so that the contents leak out, the immediate areas shall be evacuated until the hazard potential can be assessed. The damaged packages shall not be transported.

(2) No re-packing shall be done within the Port premises. If leakage from dangerous cargo likely to cause any explo-

sion, spontaneous combustion, poisoning or similar danger, personnel shall immediately be moved to a safe place and the emergency response organisation (e.g. the fire service) shall be notified.

(3) Dangerous goods shall not be stuffed in the same container with incompatible substances. Guidance of both a general and particular nature on this matter may be found in the IMDG Code.

Note: It is also possible that in some instances goods of the same class shall not be stuffed into the same container as they are incompatible. For example, Peroxides and Permanganates are both oxidising agents (Class 5.1). However, they may interact dangerously in the event of an accident.

(4) Dangerous goods which may damage by taint odour or contamination to other products shall not be stuffed in the same container as goods susceptible to such damage.

(5) When dangerous cargo, particularly those of Class 6.1 (poison) and Class 8 (Corrosives) are handled, consumption of any form of food or drink shall be prohibited.

(6) Special packing instructions detailed on individual packages or otherwise available must be strictly observed. (e.g.) Goods marked "protect from frost" shall be stowed away from the walls of the container.

Goods marked "this way up" shall be packed accordingly. When dangerous goods consignment forms only part of the load of a container, it shall preferably be stuffed so as to be accessible from the doors of the container.

11. Marking and labelling.— (1) The containers shall be sealed prior to despatch. However, they shall not be locked unless specifically required and agreed to by the container operator. In such cases a key shall be readily available at all times.

(2) Containers in which dangerous goods are stuffed shall bear IMCO Dangerous Goods Code Class Labels (Placards) not less than 250 mm × 250 mm. in size. Except where not required by IMDG Code there shall be at least four such labels (placards) placed externally in conspicuous places, one on each side and one on each end. Labels for the sides of the container shall be affixed in such position that they are not obscured when the container doors are opened.

(3) The container shall also bear externally the correct technical name of each of the dangerous substances packed therein.

(4) Additional labels as may be required by rail and road transport authorities shall be provided.

12. Stuffing Certificate.— Those responsible for the stuffing of the dangerous cargo into a container shall provide a "Container Stuffing Certificate" certifying that this has been properly carried out and embodying the following provisions:

(1) That the container was clean, dry and apparently fit to receive the goods.

(2) No incompatible goods have been stuffed in the container.

(3) All packages have been externally inspected for damage and only dry, sound packages packed.

(4) All packages have been properly stuffed in the container and secured and suitable securing materials used.

(5) The container and packages are properly marked and labelled.

(6) The dangerous cargoes in the container are those for which acceptance has been specifically obtained with the shipment in question.

(7) The consignor of the dangerous cargoes has in each case issued a dangerous cargoes declaration as to nature of the hazard and that the cargoes are suitable packaged for transport by sea.

(8) The Container Stuffing Certificate shall be forwarded with the container to be available at the time of loading on board ship.

(9) The permission of the Deputy Port Conservator has been obtained for stuffing the cargo.

13. General advice on receipt of containers containing dangerous/hazardous cargoes for stuffing/destuffing.—Containers containing dangerous cargo shall be destuffed with care, always bearing in mind that the cargo may have been damaged in transit. Before the doors are opened, this possibility shall be borne in mind in relation to the properties of the cargo. For example, depending on the contents of the container, there may exist the possibility that leakage has caused an unsafe concentration of toxic, inflammable or explosive vapour, or to have produced an oxygen enriched (or depleted) atmosphere. If there is evidence that damage has occurred and such a conditions exists, expert advice must be sought before commencing to destuff the containers.

(1) Any container which carried dangerous cargo particularly toxic products, shall be ventilated before unpacking commences, that is the door shall be kept open for an adequate period.

(2) After a container containing dangerous goods has been unpacked, particular care must be taken to ensure that no hazard remains. This may entail special cleaning, particularly if toxic spillage has occurred or is suspected. When satisfied that a container offers no hazard, the dangerous goods labels shall be removed.

(3) If any container shows signs of heat it shall be removed to a safe place and fire services immediately notified. Care shall be taken to see that any fire fighting methods to be used are suitable for the cargo in question.

(4) Attention is drawn to the fact that the consignee is normally obliged to return the container, after discharging clean and suitable for the transport of every kind of cargo. This applies especially when poisonous, dangerous or obnoxious cargo has been transported.

14. Destuffing of Dangerous/Hazardous Cargoes.—(1) Notification of import of dangerous cargo must be given to the concerned Port Authority by the Operator prior to the arrival of the container within the Port.

(2) The import cargo documents must be endorsed with a 'Dangerous Goods' stamp by the Operator or the person responsible for preparing the documents before the container is discharged.

(3) Dangerous cargo containers shall be destuffed with care, always bearing in mind that the cargo may have been damaged in transit. Before the doors are opened, this possibility shall be borne in mind in relation to the properties of the cargo. If there is evidence that such damage has occurred, expert advice must be sought before commencing destuffing of the container.

(4) As cargo is destuffed and checked, it must be separated to its class and placed in the correct storage area. Any discrepancy in respect of marks, labels or type of

packaging must be reported to the Supervisor and the Operating Company shall be advised at the earliest opportunity.

(5) Areas for the storage of the various classes shall be clearly defined and where possible there shall be an outside storage provided the packaging is suitable. In any event dangerous goods shall be set apart from the general cargo within the transit shed.

(6) Removal of import dangerous cargo must be effected immediately.

(7) All dangerous cargo labels shall be removed as soon as the container can be declared non-hazardous.

(8) Total quantity dangerous cargo in a designated area shall not exceed five container loads.

15. Fire Fighting.—(1) Special fire fighting provisions shall be made in the designated areas where dangerous/hazardous cargo containers are kept. These shall include:

(2) The provision of all fire fighting equipment as required by national or local regulations in properly maintained and fully operational condition.

(3) The provision of clear information as to emergency routines to be followed and a regular practice of such routines.

(4) Good liaison between the container base and the local fire brigade. The means to call the fire service shall be readily available at all times.

(5) Good housekeeping and cleanliness. For example patches of oil mixed with sawdust are a potential source of ignition, heaps of rubbish can be readily ignited, piles of dunnage can assist in the rapid spread of fire etc.

(6) Proper care shall be taken to minimise sources of ignition such as smoking, unprotected or ill maintained electrical installations or repair equipment.

(7) Proper care of machinery and with its operations, particularly where re-fuelling is concerned.

(8) Clear access to fire appliances within the premises shall be maintained and a route kept clear all times to allow rapid access for emergency vehicles from outside.

16. Special Equipment.—(1) Adequate and proper breathing apparatus shall be provided and men trained in its use so as to render immediate assistance should personnel be affected by noxious fumes.

(2) Protective clothing, comprising rubber boots and gloves and apron together with oilskins shall be available for use in dealing with split material.

(3) Receptacles of inert material shall be available for use in minimising the spread of split liquid.

(4) Nothing in this regulation shall prevent calling upon the proper emergency services as soon as trouble arises.

17. Lighting.—Wherever and whenever dangerous goods are handled, or other goods handled adjacent to dangerous goods, adequate and flame proof lighting shall be provided.

(2) It shall be remembered that labels may appear to change colour in artificial light.

SEGREGATION TABLE

APPENDIX (A)

		1.4		3.1										
		1.5	2.1	2.2	3.2	3.3	4.1	4.2	4.3	5.1	5.2	6.1	7	8
Explosives	1.4		2	1	2	2	2	2	2	2	2	X	2	2
Inflammable Gases	1.5	2		X	2	2	1	2	1	2	4	X	2	1
Non-Inflammable Gases	2.1	1	X		2	2	X	1	X	X	2	X	1	X
Inflammable Liquids	2.2	2	2	2			2	2	2	2	3	X	2	1
Non-Inflammable Liquids	3.1	2	2	2			1	2	2	1	3	X	2	1
Inflammable Solids	3.2	2	1	X	2	1		1	1	1	2	X	2	1
Spontaneously Combustible Substances	3.3	2	2	1	2	2	1		1	2	2	X	2	1
Substances which are dangerous when wet	4.1	2	1	X	2	2	1	1		2	2	X	2	1
Oxidizing Substances	4.2	2	2	X	2	1	1	2	2		2	1	1	2
Organic Peroxides	4.3	2	2	X	2	1	1	2	2	2		1	2	2
Poisons	5.1	2	4	2	3	3	2	2	2	2	1		X	X
Radioactive Substances	5.2	X	X	X	X	X	X	X	X	1	1	X		
Corrosives	6.1	2	2	1	2	2	2	2	2	1	2	X	2	
Miscellaneous Dangerous Substances	7	2	1	X	1	1	1	1	1	2	2	X	2	
	8													

NUMBERS IN THE TABLE ARE DEFINED IN THE NEXT PAGE

APPENDIX 'B'

The numbers in the table at pre-page are defined as follows:—

IMDG Code Definition	Containerbase Segregation
1. Away from	Not touching each other nor overtowing one with the other.
2. Separate from	3 Metres (10 ft.) apart unless separated by fire-resistant wall.
3. Separated by a complete compartment	3 Metres (10 ft.) apart unless separated by fire-resistant wall.
4. Separated longitudinally by an intervening complete compartment	In different sections of the containerbase separated by a roadway or other effective fire block or at least 25 metres (80 ft.) apart.
5. No general segregation recommended	If in doubt refer to the IMDG Code. O The Blue Book for particular substance.

1. Storage space should also be selected as between outside and inside the buildings in accordance with the following guidelines:—

1.1 Commodities which the carriage by sea rules require to be stowed only on the deck of a ship should not be stored inside a building unless the building is specially equipped for such purpose.

1.2 Table:

IMCO Class	Description	Storage
1.4	Safety Ammunition	Inside—Lock up.
1.5	Very insensitive substances	Inside—Lock up.
1.	Other than Safety Ammunition & Class 1.5	Not to be stored except by special arrangement.
2.	Compressed Gases	
	—flammable	Outside.
	—poisonous	Outside.
	—inert	Either.
	—small cylinder (e. g. lighter fuel)	Inside.
3.	Inflammable liquids	
3.1	Low F. P. below — (0° F)	Outside.
3.2	Intermediate F. P. — 18° C upto 23° C (0° — 73 F)	Outside.
3.3	High F. P. 23° C — 61° C (73° — 141° F)	Small quantities inside. Either.
4.1	Inflammable solids	Either.
4.2	Spontaneous Combustible	Outside (keep dry).
4.3	Emit inflammable Gases in contact with water	Outside (keep dry).
5.1	Oxidising Substances	Large quantities Outside. Small quantities (less than 2 Tons) either.
5.2	Organic Peroxides	Outside (may need to be kept cool).
6.1	Poisons (Toxic)	Either (look for other hazards and store accordingly).
6.2	Infectious	Accept only by special arrangement.
7.	Radio active	According to transport Class & A. E. A. recommendations.
8.	Corrosives	Either (consider degree of corrosive and secondary hazard).
9.	Miscellaneous (not to be construed as necessary low hazard)	According to particular hazard and quantity.

APPENDIX 'C'

Copy of Section 12 and extract of Section 13 of
International Maritime Dangerous Goods Code

SECTION 12. CONTAINER TRAFFIC:

12.1.1. The recommendations of this text apply to containers in which packages of dangerous goods are loaded.

12.1.2. In container traffic a number of small packages is enclosed for transit in a large bag fitted with doors and lifting points. The size and construction of the container may vary with the trade in which it is employed. Many containers are the demountable bodies of road or rail vehicles.

12.1.3. Containers used for the carriage of dangerous goods should be of adequate strength to resist the possible stresses

imposed by the conditions of the services in which they are employed.

12.1.4. Dry dangerous goods in bulk may be carried in containers specially approved for this purpose by the competent authorities.

12.2 Permitted Shipments:

12.2.1. Dangerous goods should only be transported in containers when they are packed as recommended in this code except as provided in Section 12.1.4.

12.2.2. Containers in which dangerous goods are loaded should not be transported on board passenger vessels unless such goods are specifically permitted by this Code to be so transported.

12.2.3. A dangerous substance should not be stowed in the same container with any other substance with which it is deemed incompatible by this Code unless the requirement for segregating those substances is not more stringent than "away from" (as defined in Section 15.8) and such segregation within the container can be assured during transport.

12.3 Container Certification:

12.3.1. The requirements set out in section 9 of the General Introduction to this Code with respect to the documentation of packaged dangerous goods should be met.

12.3.2. Containers in which dangerous goods are loaded should be examined externally for damage, signs of leakage or shifting of contents. Any container found to be damaged leaking or shifting should not be accepted for shipment until repairs have been effected and or damaged receptacles removed.

12.4 Marking and Labelling:

12.4.1. Containers in which dangerous goods are loaded should bear labels as specified for each class in this Code, affixed on the outside, in a conspicuous place.

12.4.2. The special dangerous goods list or manifest (required by Regulation 5(c) of Chapter VII of the Convention) should indicate clearly those containers in which dangerous goods are loaded and their location in the ship. The total quantity of each dangerous substance, in addition to the description as required under the above Regulation, should also be shown in the list or manifest.

12.4.3. Individual packages loaded in a container are exempt from the labelling requirements but the use of dangerous goods labels on such packages is recommended in case they need to be quickly identified in an emergency.

12.5 Stowage of Containers:

12.5.1. Containers in which dangerous goods are loaded should generally be carried and segregated in accordance with the stowage requirements laid down in this Code for such goods, e. g. if dangerous goods which are required to be stowed on deck are carried in a container, then that container must also be stowed on deck.

12.5.2. Containers in which dangerous goods are loaded should also be generally segregated in accordance with this Code. In those cases where such segregation is not possible by virtue of the construction of ship (e.g. where there are no intervening bulkheads on a container deck) alternative segregation arrangements may be accepted provided the competent authority is satisfied that an equivalent degree of safety is thereby assured.

12.5.3. Packages of dangerous substances and any other goods within the containers should be adequately braced and secured for the voyage. The packages should be loaded in such a way that there will be a minimum likelihood of damage to fittings during transportation. Such fitting on packages should be adequately protected.

12.5.4. Containers equipped with refrigerating or heating equipment, and which give rise to a toxic and/or inflammable hazard should be stowed on deck, they may be stowed and operated under deck provided that adequate ventilation and other safety precautions, to the satisfaction of the competent authority, are observed.

SECTION 13 — PORTABLE TANKS:

13.1 Applicability and Definitions:

13.1.1. Applicability:

13.1.1.1. The recommendations of this Section apply to portable tanks (as defined in 13.1.2.1) fitted with pressure relief devices, intended for the carriage of dangerous liquids.

13.1.1.2. Attention is drawn to the fact that no provisions have been included in respect of any additional fire-fighting and protection measures or other special equipment which may be necessary on ships carrying portable tanks.

13.1.1.3. Portable tanks of types other than those covered by this section may be considered for the carriage of dangerous liquids under special conditions to be prescribed by the competent authority.

13.1.1.4. Where exceptional hazards exist for an individual substance, additional requirements may be specified by the competent authority.

13.1.2. For the purpose of this section a portable tank means a tank having a capacity of 450 litres (100 gallons) or above for the transport bulk liquids with a vapour pressure of less than 3 kp/cm² — Absolute — (43 psia) at a temperature of 50°C (122°F). The tank should not be permanently secured on board the ship and its contents should not be loaded or discharged while the tank remained on board. The loaded tank should be capable of being lifted on and off the ship.

13.1.2.2. Maximum allowable working pressure is the maximum gauge pressure permissible at the top of a tank in its operating position. This pressure is based on calculations for every element of the vessel using nominal thickness exclusive of:

- (a) Allowances for corrosion, and
- (b) Thickness required for loadings other than pressure.

13.1.2.3. Start-to-discharge pressure is the value of static pressure below which no bubbling occurs when a pressure relief valve is tested by means of air under a specified water seal on the outlet.

13.1.2.4. Total containment pressure is the sum of the vapour pressure in kp/cm² (psig) at a reference temperature at the liquid surface as specified by the competent authorities concerned, plus the effect on total pressure of the partial pressure contributed by the presence of air and other gases in the ullage space, the liquid expansion as determined by the bulk means reference temperature, and the effect of the solubility of air and other gases in the liquid, plus a minimum dynamic pressure of 0.35 kp/cm² (5 psig). In no case should the total containment pressure be taken to be less than 1.75 kp/cm² (25 psig). Where no acceptable data for solubility exists, it should be neglected.

13.11 Testing and Inspection of Portable Tanks:

13.11.1. Such tests and inspections as the competent authority may require should be carried out during construction.

13.11.2. Every portable tank, and all piping, valves and other accessories thereof which are subject to the pressure of the tank contents, except pressure relief devices, should be tested by complete filling (including domes, if any) with water or other liquid having a similar density and applying a pressure of not less than 1½ times the maximum allowable working pressure. The details of the test should be as prescribed by the competent authority.

While under pressure, the tank should be inspected for leakage, corroded areas, dents, or other conditions which indicate weakness that might render the tanks unsafe for transportation service, and it should not be placed in or returned to service if any evidence of such unsafe conditions is discovered until the tank etc. has been repaired and the test repeated and passed successfully.

13.11.3. A tank should not be accepted for shipment unless the pressure relieving devices have been examined by a competent person in the previous six months. A visual and external examination may suffice. However, for those cargoes which tend to render the devices inoperative, the competent authority may require more frequent examination.

13.11.4. Tanks and their fittings should be inspected internally and externally with sufficient frequency and with due regard to the contents carried, but in no case at intervals greater than 2½ years, under conditions prescribed by the competent authority.

13.11.5. All pressure relief valves should be retested and inspected at intervals of not more than 2½ years, with due regard to the contents carried and under conditions prescribed by the competent authority.

13.11.6. Tanks should be retested hydraulically at intervals of not more than five years under conditions prescribed by the competent authority. Other types of retest may be permitted, exceptionally, as prescribed by the competent authority.

13.12. Marking the Portable Tanks:

13.12.1. Metal identification plate. There should be on every portable tank a rustproof metal plate permanently attached to the tank in a place rapidly accessible for inspection. Upon the plate should be marked by stamping, embossing or other means, at least the information indicated below. This plate should not be painted so as to obscure the marking thereon.

Manufacturer's name

Date of Manufacture

Tank Serial No.

Maximum Allowable working pressure kp/cm² (psig)

Test Pressure kp/cm² (psig)

Total water capacity litres (gallons)

Maximum Weight of liquids to be carried (Kilograms)

Maximum Gross Weight Kilograms (tons)

Control or permit identification of competent authority

Hydraulic test date

Authority who witnessed the Hydraulic test

Code, rules or regulations (by name or other identification) under which tank is designed

13.12.2. Test date and markings:

13.12.2.1. The date of the last hydraulic test and the witnessing authority mark should be clearly stamped on the metal identification plate specified above.

13.12.2.2. The date of the last visual examination as prescribed by Section 13.11.4. should be visibly marked on the tank in a manner satisfactory to the competent authority.

13.12.3. Special purpose tanks. Special purpose tanks should be marked to indicate the substance they are permitted to carry.

13.13. Certification of Portable Tanks:

13.13.1. A certificate from an approved inspecting agency affirming that the tank complies with the competent authority's requirements should be filed so as to be available to that authority.

13.14. General Handling Precautions for Portable Tanks:

13.14.1. Following recommendations and precautions are applicable only for tanks designed and constructed according to the provisions shown in this Section. (e.g. tanks with pressure relief devices).

13.14.2. Portable tanks should only carry liquid cargoes which are specifically authorized by the competent authority of the country concerned.

13.14.3. It is also envisaged that in due course the entry of each individual substance in the Dangerous Goods Code

will indicate whether that substance may be carried in a portable tank and what type of tank is required.

13.14.4. It is also envisaged that the Dangerous Goods Code will give individual requirements for the storage of such substances in portable tanks and will indicate any differences between their stowage and that of approved packing.

13.14.5. Until such time as the amendments to the Code have been completed stowage of portable tanks should be as recommended in 13.15.

13.15. Stowage of Portable Tanks:

13.15.1. Portable tanks should be stowed in accordance with the provisions of Section 14 of the Code except that the position of stowage should be in accordance with the following tables:

IMCO Class		Passenger Ships		Cargo Ships	
		on deck	under deck	on deck	under deck
Explosives	1	*	*	*	*
Gases	2	*	*	*	*
Inflammable liquids	3.1	Prohibited	Prohibited	Permitted	Prohibited
	3.2	Prohibited 1)	Prohibited	Permitted	Prohibited 1)
	3.3	Permitted	Prohibited 1)	Permitted	Permitted
Inflammable solids	4.1	*	*	*	*
Spontaneously combustible substances	4.2	Prohibited	Prohibited	Prohibited 1)	Prohibited
Substance dangerous when wet	4.3	Prohibited	Prohibited	Permitted 3)	Permitted 3)
Oxidizing substances	5.1	Prohibited 1)	Prohibited	Permitted 3)	Permitted 3)
Organic Peroxides	5.2	Prohibited 1)	Prohibited	Prohibited 1)	Prohibited 1)
Poisons	6	Prohibited 1)	Prohibited 1)	Permitted 3)	Permitted 3)
Radioactive substances	7	*	*	*	*
Corrosives	8	Permitted	Permitted	Permitted	Permitted
Miscellaneous Dangerous Substances	9	Permitted 3)	Permitted 3)	Permitted	Permitted 3)

* Not applicable.

1 Except under special conditions to be specified by the competent authority.

2 If not having poisonous or similar properties shown by a secondary label.

3 Under conditions to be specified by the competent authority.

13.15.2. Table in 13.15.1 applies to portable tanks containing liquids only. It does not apply to such tanks containing solids (also if dispersed or wetted) gases or liquified gases.

13.15.3. Where the individual entry for a substance in the Code is more restrictive than the table with regard to stowage, the individual entry should apply.

13.15.4. If a portable tank is to be shipped containing a liquid for which the individual entry shows one or more secondary labels, due consideration should be given to all properties of that liquid and stowage should be arranged accordingly.

13.15.5. Portable tanks found to be leaking or significantly damaged so as to possibly affect the integrity of the tank or its lifting and securing arrangements should not be accepted for shipment.

13.15.6. Portable tanks having residue of loading adhering to the outside of the tanks should not be accepted for shipment unless cleaned and found to be satisfactory.

13.15.7. Portable tanks should not be overstocked unless they are carried in specially designed ships and unless they

are specially protected to the satisfaction of the competent authority. Due attention should be paid to Section 13.9.1.2.

13.15.8. Portable tanks should not be accepted for shipment in ullage condition liable to produce an unacceptable hydraulic force due to surge within the tank.

13.15.9. Portable tanks should not be accepted for shipment.

13.15.9. Empty tanks not gas free should comply with the same provisions as tanks filled with their previous product.

13.16. Segregation of Portable Tanks:

Portable tanks containing dangerous liquids should be segregated in accordance with the International Maritime Dangerous Goods Code (See Section 15).

13.17. Securing of Portable Tanks:

13.17.1. In addition to the usual securing means provided for transportation, additional securing means, satisfactory to the competent authority and the master of the vessel, may be required in order to ensure more thoroughly against significant movement of the portable tanks during the sea voyage.

13.17.2. In determining the adequacy of the securing devices, the motions and accelerations of 13.2.7. should be assumed.

13.17.3. Special instruction displayed on the tanks should be observed.

Mormugao Port Trust,
Mormugao — Goa,
27th July, 1988.

By Order
A. B. GADGIL
Dy. Secretary